

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
MAY 25, 2011

Session 11-05, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on May 25, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS CARROLL, HARTLEY, HOTTMAN, HOWARD, ULMER, ZIMMERMAN

ABSENT: COMMISSIONER WEDIN

STAFF: PORT AND HARBOR DIRECTOR HAWKINS
DEPUTY CITY CLERK JACOBSEN

**AGENDA
APPROVAL**

AGENDA APPROVAL

The agenda was approved as written by consensus of the Commission.

**PUBLIC
COMMENT**

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

**RECONSID-
ERATION**

RECONSIDERATION

There were no reconsiderations scheduled.

**MINUTES
APPROVAL**

APPROVAL OF MINUTES

April 27,
2011
Minutes

A. April 27, 2011 Regular Meeting Minutes

HOWARD/HARTLEY MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS

VISITORS

**STAFF/
COUNCIL/
COMM./BO
ROUGH
REPORTS**

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Reports for May 2011

Harbormaster Hawkins reviewed his staff report.

Commissioner Zimmerman said he has been contacted by two people from across the bay that are unhappy with the long term parking fees as they are on fixed incomes and can't afford the \$200. Both suggested fourteen days is more reasonable because there are probably more who park for 7 to 10 days to go across the bay and wouldn't have to pay \$200 to park. Commissioner Zimmerman further commented about people feeling that it is an inequitable way to charge as people can park for 12 hours during peak times for free but people who are parked for seven days have to remove the car for 24 hours or be considered long term.

Harbormaster Hawkins responded that seven days free parking is pretty reasonable on a piece of property that is more valuable square foot for square foot in the summer than almost any other in the state. When they took on this aspect of parking they were dealing with over

parked vehicles that were being stored on the spit. The goal is not to create another revenue stream, but to discourage long term parking on the spit. He questions how it is the harbor's problem to resolve the issue for someone who lives across the bay.

Port &
Harbor
Directors
Report

Harbormaster Hawkins said that the Pier 1 walk through went well and the building is in better shape than expected.

Commissioner Zimmerman raised the question of why the ordinance on long term parking didn't include a limit on the amount of fines. He thought they adopted a cap of \$250 and when they pay the fine they get a long term parking permit resulting in \$50 more than if they had purchased the permit ahead of time. Harbormaster Hawkins responded that amendments can be made to the ordinance and recommended that they wait until they get through the season as there may be other things to address in the fall. In the mean time the 10 day cap can be dealt with administratively. Other Commissioners concurred with Harbormaster Hawkins' recommendation. Commissioner Zimmerman felt there could be issues dealing with it administratively and requested it be included on the next agenda for further discussion.

PUBLIC HEARING

PUBLIC HEARING

There were no public hearing scheduled.

PENDING BUSINESS

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NEW BUSINESS

NEW BUSINESS

- A. Memo Dated May 18, 2011 to Port and Harbor Commission from Port Director Re: High Mast Lights

High Mast
Lights

Harbormaster Hawkins reviewed the staff report.

Harbormaster Hawkins explained that initially thorough research was done when it was decided to use high mast lights and it was discovered there was not a less expensive way to adequately light the facility. He is still convinced it is the best way to light the overall area, uplands and harbor.

Public Works Director Meyer participated in the Commissions discussion. Comments included:

- Currently the 80 fixtures run on 1000 watt bulbs. They could faze them out to 750 watt bulbs but ultimately would lose about 20% of the light. There is concern that lowering wattage to 750 watt bulbs will not adequately light the areas.
- The energy savings will be approximately \$12,656 per year at current prices and a cost of \$85,000 to change over.
- The lights run on photo cells and turn on and off at certain levels of light. Over the year the average usage is 10 hours a day.
- Considering the cost of this it may pay off to wait a few years to see what happens with technology. They are making great strides with LED lighting.
- Harbor staff was hoping the study that Siemens would show in new technology to resolve problems, but right now all they can say is let's use a smaller bulb.
- The current bulbs life is about three years.
- Siemens wants to do the change out all at once to start saving the \$12,000 per year, but if the lighting isn't adequate the issue is, who turned out the lights.

High Mast
Lights

- We should continue to live with the system for now. The cost of the change in relation to savings isn't that good of a return. Letting it age a little to see what advances they make in lighting seems reasonable.
- Siemens was directed to show savings that would have an 8 year payback.
- The city is spending \$700,000 on any number of projects, some with longer pay backs and some with shorter to try to reduce energy costs. The 8 year payback is a reasonable pay off for energy efficient improvements.
- In most of the changes that are being made there is no sacrifice to level of service, such as switching to energy efficient motors at the water treatment plant, and changing to energy efficient internal and external fluorescent light bulbs.
- There could be public feed back about not taking their direction to save energy more seriously. On the other hand the project if the project reduces light in the harbor by 20% the city is open to criticism by users and customers. This is why staff wanted feed back from the Commission.
- Solar panels and wind generators are coming a long way but likely won't support the high mast lights.
- ADOT is continuing to use the 1000 watt bulbs on the roadways in Anchorage because they have not found anything that they feel worthy of investing in or produces the same amount of light.
- The harbor received their quarterly billing from HEA which included an adjustment for the fuel surcharge from .008 to .04. It resulted in an extra \$3500 for fish dock. Costs are going up.

The general consensus of the Commission was that they are all in favor of energy efficiency for the city and the savings that come with it, but think that it is worthwhile to wait on better technology for lighting the harbor. Overall the pressure from consumers will rapidly change the energy savings in all areas in short order. It is too early to make the changes for a small percentage of return when there are more improvements around the corner. The city needs a proven plan that will work for lighting in the harbor and the uplands rather than costly changes that could likely result in inadequate lighting. The liability of accidents resulting from inadequate lighting needs to be considered as well because the city's conscious decision to reduce the light could increase their liability.

2011
Seattle Fish
Expo

B. Memo Dated May 18, 2011 to Port and Harbor Commission from Port Director Re: 2011 Seattle Fish Expo

Harbormaster Hawkins reviewed the staff report.

The Commission was supportive of the harbor participating in the Fish Expo in November. There was discussion about this and other events like Trawler Fest and the benefits of exposure of not only the harbor but also the city. These events can have quite a business impact.

Spit Parking
Ideas

C. Review of Commissioner Paragraphs Regarding Spit Parking Ideas

Commissioner Howard commented that over the past 10 years there has always been a parking issue on the spit. From his professional experience when there is a parking problem, you need to get organized. Start telling people how and where they are to park then more vehicles can fit in an area. He would be inclined to start organizing parking so that we know

how many people we can put in the parking lots and if appropriate, start charging for the use of the real estate that we all pay for. That will optimize the parking that is available.

Spit Parking
Ideas

Commissioner Zimmerman commented continues to support the idea of kiosks where people pay to get a parking sticker and then can park anywhere on the spit for a certain amount of time. The trouble with parking on the spit is finding a way to do it effectively. He does not support paving the lots. He thinks that the \$250 seasonal pass for the paved parking spots will plug those areas. He would like to figure out a way for people to pay and park anywhere on the spit without being stuck in a lot and feels the kiosks are a good way to make that happen. The ones in Seattle are easy to use, run on solar power, and are set up to take a credit card. They may be costly to install but would equalize the way parking fees are charged.

Commissioner Hartley commented that there can be paid parking without paving anything. In Anchorage there are gravel pads with the wires with space numbers on them. People can park, pay their money at the kiosk, and stay there for a full day. It was noted that paved parking isn't always best when considering issues in dealing with water runoff.

Chair Ulmer commented that there are a lot employees on the spit who park as close to the door as they can get and block up the premium parking for visitors. The shop owners need to be educated. There was discussion of parking meters, but it was noted that the city can't put meters in the state right-of-way.

Commissioner Hottman commented about previous discussion about putting dredge spoils by the Seafarers Memorial for more parking. Harbormaster Hawkins said it is still going through permitting and the ACOE hasn't been too supportive of the idea, so we need to keep it in front of them. There is also the issue of cost for armor rock to support it.

Commissioner Carroll said he is not remotely interested in paid parking on the spit. He sees no benefit to the city or the public. He doesn't see any value in taking money for everything on the spit. In his opinion there is not a parking problem on the spit. There is a land use problem that has been overlooked and given away dredge spoils for years and wasted our parking opportunity on the spit. His feeling is that eventually this goes down the path were everyone is not equal and the one who pays the most is equal. He explained that in Auke Bay 150 foot yachts from Texas bought their dock space and the locals who built that dock don't use it anymore. He feels this is where charging the fees eventually goes and doesn't agree with it.

Harbormaster Hawkins noted that this was initiated six years ago. It started at the tops of ramps 2,3, and 4 to address the issue of no turn over and the same vehicles were parked there all the time. People across the bay and fishermen parked closest to the ramp and left their vehicles. Access to the harbor was harder so the spaces were paved, loading zones and handicap access were included, and a fee was charged to discourage people from leaving their vehicles and provide better access to the harbor. He feels that they are working toward the same goal for long term parking. The fee isn't that much to park on the spit for the year. If we give it away for free, people store their vehicles on the spit and we run out of room during peak times. If you give it away, people take advantage. If you charge a fee, people have a decision to make, should I pay to park, or have someone drop me off and take the car home? Harbormaster Hawkins said he thinks that is the approach they have taken for management of parking and the next step is deciding whether to expand the fee parking lot. He doesn't think they are using this management as a tool to make more money; so far they

Spit Parking
Ideas

are managing with a fee to help move people. The fees to discourage excessive use and help people make a better decision about how they are using the spit. The mission is to manage the enterprise and allow equal access, maybe Auke Bay forgot that, but it is something we need to keep in mind at all times and manage the facility overall to the best of our ability. He encouraged everyone to keep an eye on this over the summer and watch it through the year and see what effect this level of management has on spit use.

INFO
ITEMS

INFORMATIONAL ITEMS

- A. Harbormaster's Monthly Statistical Report for April 2011
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report
- E. Pioneer Dock Ferry Landings Report
- F. Letter from Homer Chamber of Commerce Re: Appreciation of Winter King Salmon Derby Support dated March 31, 2011
- G. Resolution 11-036(A)(S) - Amending the Fee Schedule to Provide for Long Term Parking Permit Fees
- H. Resolution 11-040(A) - Amending the Port of Homer Terminal Tariff No. 600 to Provide for Parking Fees
- I. Resolution 11-044 - Awarding the Contract for a 2011 Ford Escape Hybrid in the Amount of \$30,722.00 to Kendall Ford of Wasilla, Alaska
- J. Ordinance 11-13(A) - Amending the FY 2011 Operating Budget by Appropriating \$15,000 from the Port and Harbor Reserve Account for the Purpose of Implementing the Long Term Parking Permit Plan and for New Signage at the Approach Ramps
- K. Ordinance 11-15 - Amending HCC 10.04.100, Vehicles and Other Wheeled Conveyances; and HCC 10.04.110, Violation—Penalty; Regarding the Regulation of Parking in the Harbor Area P.
- L. Strategic Plan
- M. Lease Expirations as of 2/17/11
- N. Commissioner Attendance Schedule for City Council Meetings

Harbormaster Hawkins commented that no hazardous material went into the water when the crane tipped on the fuel dock.

AUDIENCE
COMMENT

COMMENTS OF THE AUDIENCE

STAFF
COMMENT

There were no audience comments.

COMMENTS OF CITY STAFF

COUNCIL
MEMBER
COMMENT

There were no staff comments.

COMMENTS OF THE COUNCILMEMBER

CHAIR
COMMENT

There were no Councilmember comments.

COMMENTS OF THE CHAIR

COMMISSION
ON
COMMENT

Chair Ulmer had no comments.

COMMENTS OF THE COMMISSION

PORT AND HARBOR ADVISORY COMMISSION
 REGULAR MEETING
 MAY 25, 2010

Commissioner Hottman commended staff for their awareness of safety with regard to people grinding on the docks.

COMMISSION
 COMMENT

Commissioners commented and had brief discussion about the vessel *Albert* being removed from the harbor, a photo of a hole that was worn into a piling on R float, and carts on the docks.

ADJOURN

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 6:30 p.m. The next regular meeting is scheduled for Wednesday, June 22, 2011 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

 MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved:_____